

Message

From: Blubaugh, Jim [Blubaugh.Jim@epa.gov]
Sent: 4/21/2016 2:06:41 PM
To: Grundler, Christopher [grundler.christopher@epa.gov]
CC: Simon, Karl [Simon.Karl@epa.gov]; Bunker, Byron [bunker.byron@epa.gov]
Subject: Re: Notes on the April 19 meeting of the European Parliament's inquiry committee on car emissions

Interesting developments with the committee to date. The specific dates they came back with for us to visit this Fall are:

Sept 26th (com. preference)

Oct 17th

I will check out calendars when I return from Ecuador. Things are going well here.....so far.

Jim

On Apr 21, 2016, at 7:58 AM, Grundler, Christopher <grundler.christopher@epa.gov> wrote:

Note reference that Giovanni removed from his position. Karl--pls inquire

Byron--FYI, we told committee I am unable to appear in June and suggested the Fall

Sent from my iPhone

Begin forwarded message:

From: "Oosterloo, Hylko J (USEU)" <OosterlooHJ@state.gov>
Date: April 21, 2016 at 5:09:18 AM EDT
To: "Grundler, Christopher (grundler.christopher@epa.gov)" <grundler.christopher@epa.gov>, "Blubaugh, Jim (Blubaugh.Jim@epa.gov)" <Blubaugh.Jim@epa.gov>, "Simon, Karl (Simon.Karl@epa.gov)" <Simon.Karl@epa.gov>, "Phillips, Anna" <Phillips.Anna@epa.gov>
Cc: "Thomas, Erica K (USEU)" <ThomasEK@state.gov>, "McHone, Christopher H (USEU)" <McHoneCH@state.gov>, "Robinson, Mark T (USEU)" <RobinsonMT1@state.gov>
Subject: Notes on the April 19 meeting of the European Parliament's inquiry committee on car emissions

Dear colleagues,

Please find below my notes on the April 19 meeting of the European Parliament's inquiry committee on car emissions.

Kind regards,
Hylko Oosterloo - USEU

Notes European Parliament Committee of Inquiry into Emission Measurements in the Automotive Sector (EMIS) – April 19, 2016

Ms. Delilah Al-Khudhairy, JRC Director

- <!--[if !supportLists]--><!--[endif]-->Provided history of JRC's research on PEMs for trucks and buses (starting in 2004), PEMs on passenger cars (starting in 2007), and on the development of RDE testing (since 2011).
- <!--[if !supportLists]--><!--[endif]-->Reported that JRC's PEMs testing of diesel cars in 2007 revealed very high NOx emissions (4-7 times the limit), which was inconsistent with the lab test results. Al-Khudhairy claimed JRC had not considered the possible use of defeat devices.
- <!--[if !supportLists]--><!--[endif]-->Stated that JRC also participated in the Commission's working group on RDE testing initiated in 2010. Their 2013 report concluded that PEMs would be the preferred procedure for RDE testing.
- <!--[if !supportLists]--><!--[endif]-->Many MEPs found it hard to believe that JRC, following the excessive NOx emissions observed during on-road testing in 2007, did not take any initiative to find out whether defeat devices were used. They commented that their use should not have come as a surprise given that defeat devices had already been detected by EPA on trucks as early as 1998.
- <!--[if !supportLists]--><!--[endif]-->Al-Khudhairy explained that JRC was a research facility of the Commission and was not involved in market surveillance or enforcement of legislation (Note. This should change if the Commission's newly proposed legislation on type approval of cars passes).
- <!--[if !supportLists]--><!--[endif]-->The Greens (Claude Turmes) tried to discredit Ms. Khudhairy by stating that she had only been in her current position since November 2015. They also speculated that JRC Director General Sucha had removed Director for Energy and Transport Giovanni de Santi from his position a few days ago, to prevent him from representing the JRC at the hearing. Ms. Khudhairy denied that this was the case and said there had simply been a reshuffling of leadership positions, which would be common practice in the European Commission.

A copy of Ms. Al-Khudhairy's full remarks can be found [here](#).

Vicente Franco, ICCT researcher

- <!--[if !supportLists]--><!--[endif]-->Reported on ICCT's 2013-2014 research cooperation with West Virginia University that lead to action by EPA and CARB that uncovered the use of defeat devices by VW.
- <!--[if !supportLists]--><!--[endif]-->Described the results of ICCT's 2014 meta-analysis of PEMS data from EU (Euro 6) and US (Tier 2 Bin 5/ULEV II) diesel passenger cars that showed a wide discrepancy between type-approval NOx emissions from new diesel passenger cars and actual NOx emissions. It showed that average NOx emissions from tested cars were 7 times higher than Euro 6 limits.
- <!--[if !supportLists]--><!--[endif]-->He claimed that modern diesel trucks emit less NOx than modern diesel cars.
- <!--[if !supportLists]--><!--[endif]-->Franco Praised the EU's proposal to use PEMS testing as part of the new type approval system. However, he encouraged the EU to also:
 - <!--[if !supportLists]--><!--[endif]-->include RDE testing for in-service checks,
 - <!--[if !supportLists]--><!--[endif]-->expand boundary conditions for testing (i.e. cold start testing),
 - <!--[if !supportLists]--><!--[endif]-->reduce the RDE conformity factor,

- <!--[if !supportLists]--><!--[endif]-->increase the transparency of testing outcomes (make them public),
 - <!--[if !supportLists]--><!--[endif]-->take away current ambiguity in legislation on the illegality of defeat devices, and
 - <!--[if !supportLists]--><!--[endif]-->introduce assessment criteria, e.g. under which conditions alternative calibration (defeat devices) can be used.
- <!--[if !supportLists]--><!--[endif]-->Franco also lauded the recent introduction of unpredictable testing by EPA.
 - <!--[if !supportLists]--><!--[endif]-->Asked about how BMW's diesel car met U.S. emission criteria, Franco explained that most car manufacturers install technology that is required to meet the stricter U.S. requirements. In fact, most diesel cars in the U.S. use SCR technology even though it is more expensive than the LNT technology typically used in Europe (LNT is cheaper and less effective). In 2014, BMW installed a double treatment system in their cars for the U.S. market (SCR and LNT).

Mr. Franco's speech is available [here](#), his slides [here](#).

The EMIS secretariat will publish a transcript of the meeting in English within 10 days.

This email is UNCLASSIFIED.